

VTA's BART Silicon Valley Phase II Extension

Santa Clara Community Working Group

February 11, 2016



Agenda



- Follow-up Items and Work Plan
- Caltrain Electrification Update
- High Speed Rail Update
- VTA Projects within BART Corridor
- BART's Station Naming Policy
- Next Steps

Role of the CWG



- Be project liaisons
- Receive briefings on technical areas
- Receive project updates
- Build an understanding of the project
- Collaborate with VTA
- Contribute to the successful delivery of the project

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Your Role as a CWG Member



- Attend CWG meetings
 - Bring your own binder (BYOB)
- Be honest
- Provide feedback
- Get informed
- Disseminate accurate information
- Act as conduits for information to community at large

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Role of the CWG Team



CWG Team Member	Role
Eileen Goodwin	Facilitator
Angela Sipp	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Erica Roecks/ Janice Soriano	Technical Lead
John Davidson	City of Santa Clara – Planning Liaison

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Upcoming Meetings



Public Hearings for Draft Environment Document

- Late May 2016

VTA Board of Directors

- March 3, 2016
- April 7, 2016
- May 5, 2016

BART Silicon Valley Program Working Committee

- March 7, 2016
- May 2, 2016

Public meetings on specific technical topics - TBD

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Follow-up Items and Work Plan



- How many cars are taken off the road when BART headways drop from 15 minutes to 12 minutes?
 - answer not available
- Information on Section 106 process
 - Tom Fitzwater (VTA Environmental) will update when available
- VTA Environmental and SCU meeting on archaeological information
 - meeting scheduled with Tom Fitzwater and Chris Shay
- Phase II Funding Strategies Workshop held on 1/20/16

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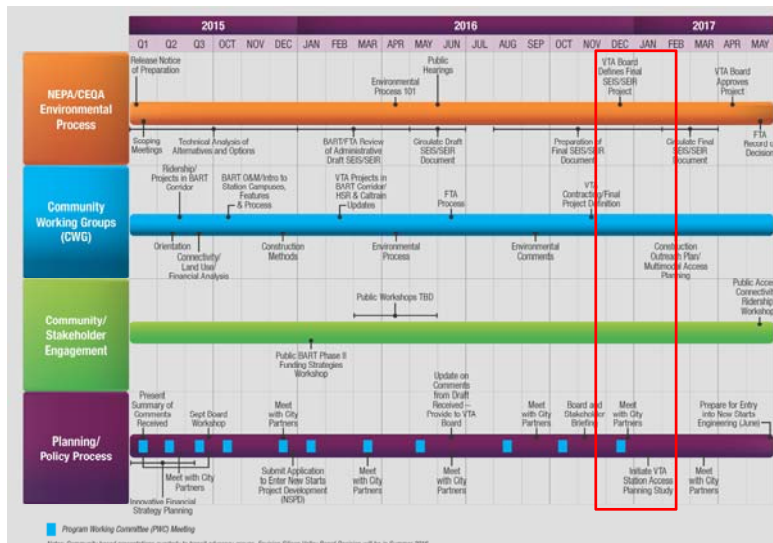


Work Plan Shifts and Schedule Update

Eileen Goodwin, Facilitator


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Schedule Update




Caltrain Electrification Update

Casey Fromson, Caltrain





Caltrain Modernization Update

BART Phase II Community Working Groups
February 2016

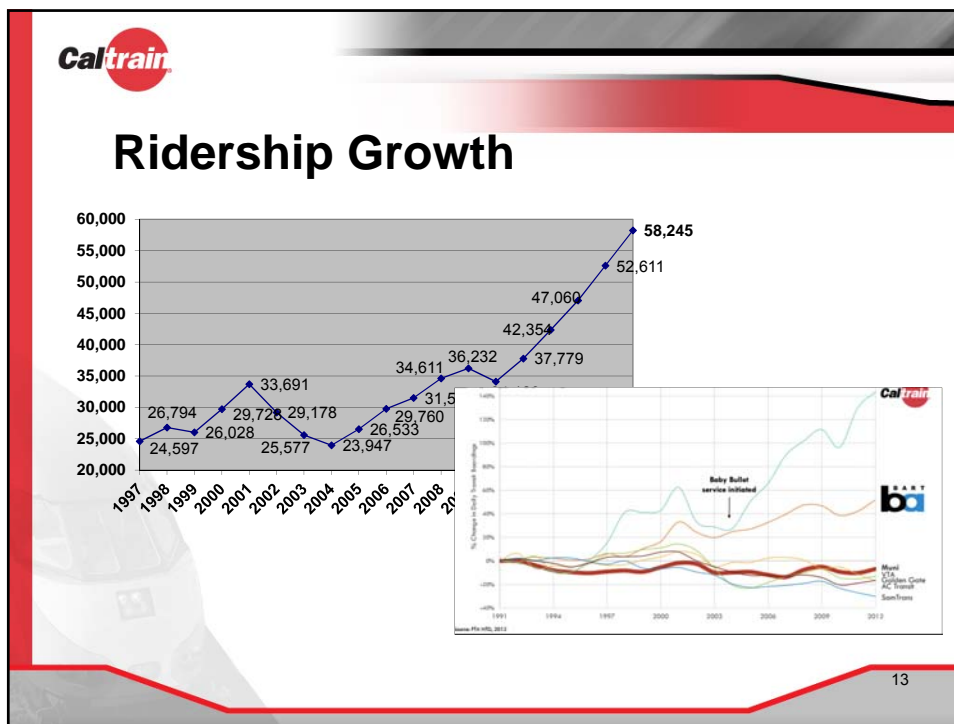


Caltrain Today

- Weekday Ridership: 63,000+ weekday
- Average Ride: 20+ miles
- Choice Riders: 60 percent



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Caltrain Regional Transportation Needs

- US 101 and Interstate 280 Congested
- Corridor supports growing economy
 - 14% CA GDP; 52% CA patents; 20% CA tax revenue
- Caltrain Commuter Coalition (formed 2014)

Partners: Silicon Valley Leadership Group, Bay Area Council, SAMCEDA



Caltrain Modernization Program

- Advanced Signal System: CBOSS PTC (2016)
- Peninsula Corridor Electrification Project (2020)



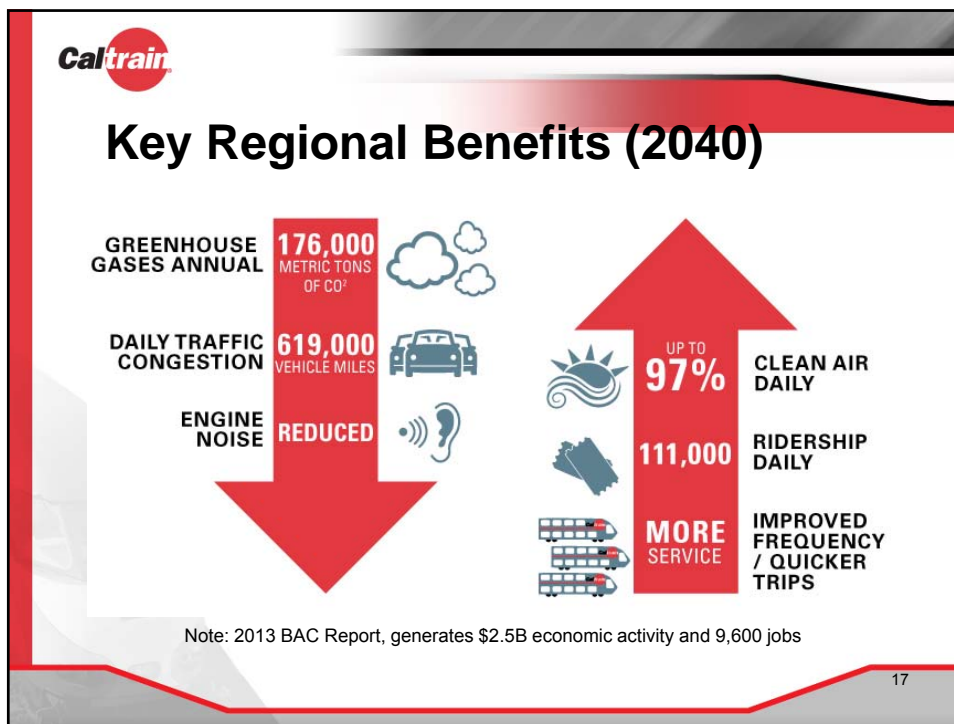
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Project Description

Area	Project	Service
51+ miles San Francisco to San Jose (Tamien Station)	Electrification: <ul style="list-style-type: none"> • Overhead Contact System (OCS) • Traction Power Facilities Electric Multiple Units (EMUs) <ul style="list-style-type: none"> • 75 percent 	Up to 79 mph Service Increase <ul style="list-style-type: none"> • 6 trains / hour / direction • More station stops / reduced travel time • Restore Atherton & Broadway service Mixed-fleet service (interim period) Cont. tenant service

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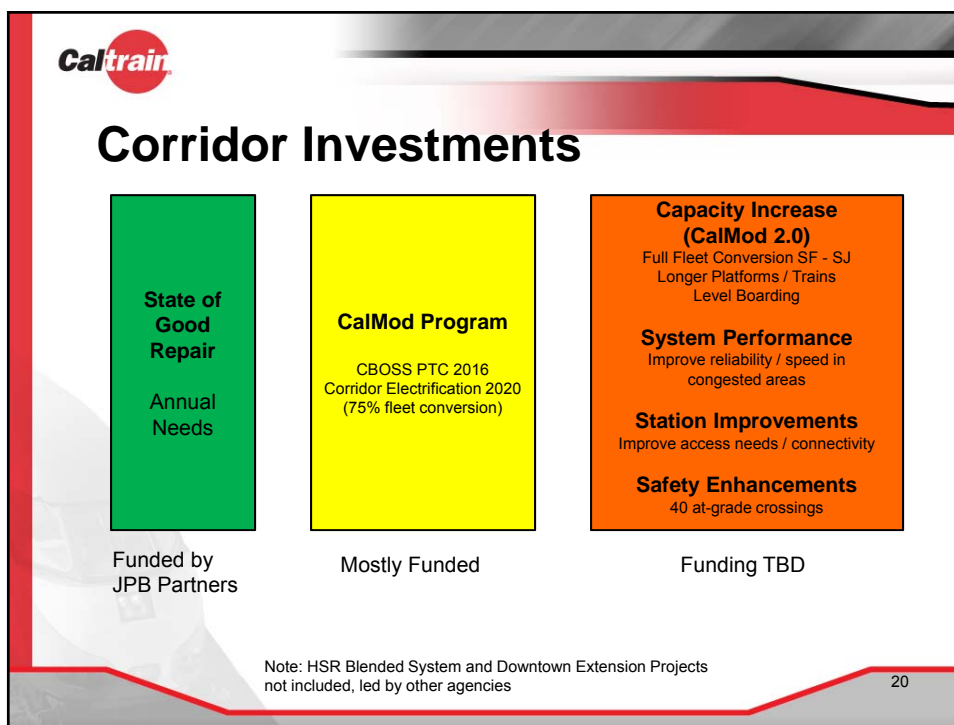
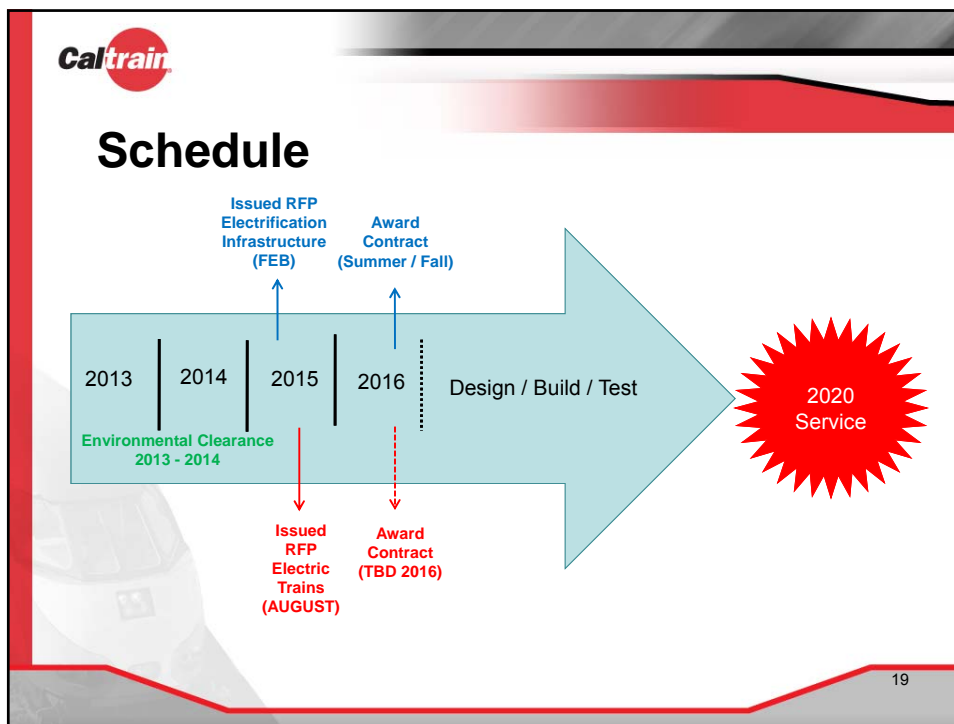


Caltrain

Service Benefits

Metric	Today	PCEP
Trains / peak hour / direction	5	6
Passengers / peak hour / direction	5,100	6,300
Example Baby Bullet Train		
Retain 5-6 stops	60 minutes	45 minutes
Retain SF to SJ 60 minutes	6 stops	13 stops
Example Redwood City Station		
Train stops / peak hour	3	5

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Partnerships / Collaboration

- Boards / Elected Officials
 - Joint Powers Board (JPB); Local Policy Maker Group (LPMG); City Councils / Committees
- Advisory Committees
 - Citizen Advisory Committee; Bicycle Advisory Committee; Caltrain Accessibility Advisory Committee
- Staff
 - City / County Staff Coordination Group; Peninsula Corridor Working Group
- Community Leaders / Advocacy Organizations
 - Caltrain Commuter Coalition; Friends of Caltrain

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Questions

For more information
website: www.caltrain.com/calmod
email: calmod@caltrain.com

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High Speed Rail Update

Ben Tripousis, High Speed Rail
Authority

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*A TRANSFORMATIVE INVESTMENT
IN CALIFORNIA'S FUTURE*

BART Community Working Group
High Speed Rail Update Meeting
February 2016



CONNECTING CALIFORNIA: Northern California

- Improves Mobility & Upgrades Bay Area Transportation Infrastructure
- Connects Bay Area to Central Valley
- Blended System Along Peninsula
- Multi-Model Transportation Hubs
 - » Transbay Transit Center
 - » Millbrae Transit Center
 - » San Jose Diridon Station
 - » Gilroy Station



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BLENDED SYSTEM: SAN FRANCISCO TO SAN JOSE



- 51-Mile Corridor
- Blended Service on Electrified Caltrain Corridor
- Stations Being Studied:
 - » 4th and King
 - » Millbrae-SFO
 - » Mid-Peninsula Option
 - » San Jose (Diridon)

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THE BLENDED SYSTEM: What It Means For You

- **Reduced Costs**
- **Increased Ridership Capacity & Service**
 - » Primarily Shared Two Track System on Caltrain Corridor
- **Environmental Benefits:**
 - » Improved Regional Air Quality
 - » Reduction of Greenhouse Gas Emissions
- **Improved Safety**
 - » Positive Train Control
 - » Early Earthquake Warning System
 - » Quad Gates, Fencing & Grade Separations

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THE BLENDED SYSTEM: How We Got Here

- **2004:** Early Planning for a Shared Corridor
- **2009:** Planning Advanced to Identify Specific Improvements & Design
- **2012:** Revised 2012 Business Plan Featured Blended Service:

"The proposed blended system for the San Francisco Peninsula is primarily a two-track system that will be shared by Caltrain, high-speed rail service, and current rail tenants. Initial investigations show that blended operations as currently envisioned for the corridor are cost-effective solutions on both a capital and operating basis."

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THE BLENDED SYSTEM: What We Need to Do

- **Continue Planning & Environmental Studies for:**
 - » Passing Tracks
 - » Curve Straightening
 - » Safety Improvements
 - » Station Areas
 - » Light Maintenance Facility
- **Minimized Impacts:**
 - » Majority of Work within Caltrain Right of Way
- **Next Steps:**
 - » Continue Community & Stakeholder Engagement
 - » Conduct Technical Studies & Environmental Analysis

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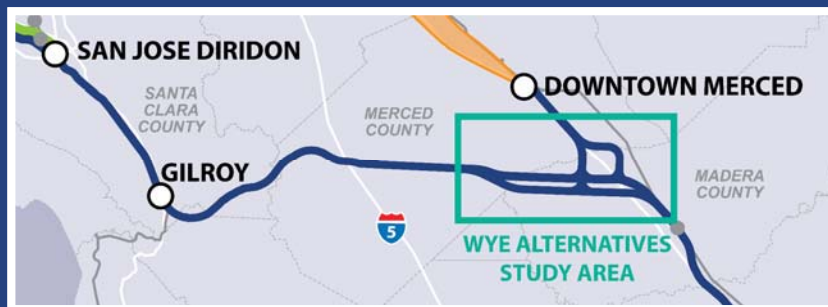
FREQUENTLY ASKED QUESTIONS: Main Topics

- Timeline
- Project Definition
- Impacts to Current Caltrain Service
- Traffic & Noise Impacts
- Diesel or Electric Trains
- Right of Way Impacts
- Projected Costs

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SAN JOSE TO MERCED PROJECT SECTION

- 84-Mile Corridor
- Central Valley Wye Portion Being Studied Separately
- Primarily Follows Monterey Highway, Highway 101 and Highway 152 through the Pacheco Pass
- Stations Being Studied:
 - » San Jose (Diridon)
 - » Gilroy



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SAN JOSE TO MERCED PROJECT SECTION: History

- **2009:** Scoping and Early Planning Underway
- **2010:** Alternatives Analysis Released
- **2011:** Supplemental Alternatives Released
- **2015:** Planning and Environmental Work Continues



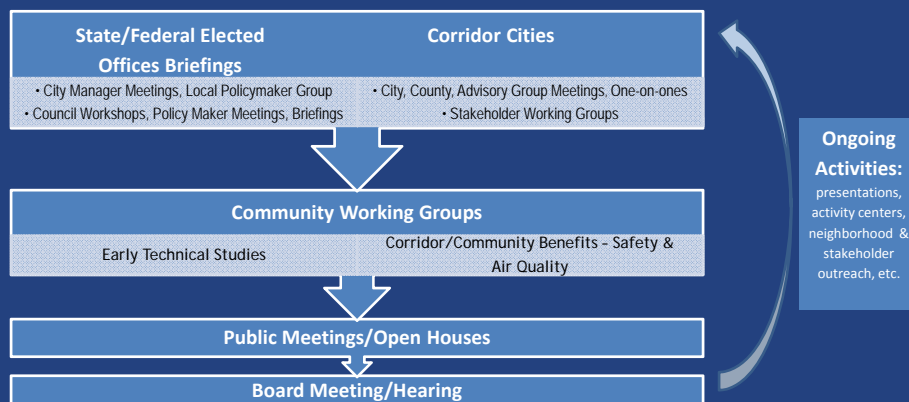
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SAN JOSE TO MERCED: What We Need to Do

- **Continue Planning & Environmental Studies:**
 - » Conduct Detailed Technical Studies
 - » Refine Alignment Concepts
 - » Evaluate Station Locations
- **Next Steps:**
 - » Continue Community & Stakeholder Engagement
 - » Conduct Technical Studies & Environmental Analysis

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ONGOING COMMUNITY ENGAGEMENT ACTIVITIES



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COMMUNITY APPROACH -- ONGOING COMMUNITY ENGAGEMENT

- **Development of Draft Environmental Document**

- » Continued Community Working Group meetings
- » Use of CSCG/LPMG on the Peninsula
- » Ongoing reporting of technical work
- » Stakeholder briefings



- **Community Connections**

- » Identify and prioritize opportunities for all communities



- **Multiple Outreach Opportunities**



COMMUNITY INTEGRATION: Balancing Needs, Increasing Benefits

- **Identify and Prioritize Opportunities for local Communities**

- **The Environment**

- » Air quality, tree planting, adaptive reuse, sustainability

- **Access & Mobility**

- » Improve connections between all systems
- » Identify first and last mile opportunities

- **Safety**

- » Access, Quad Gates, Fencing

- **Congestion Relief**

- » Increase Capacity
- » Reduce Congestion in the 101 Corridor

- **Stations**

- » New and Expanded Multi-Modal Connections



COMMUNITY INTEGRATION PROCESS

- Establish working groups where appropriate
- Describe goals/objectives/strategies
- Describe projects that improve service
- Determine implementation strategy
- Invite regular community participation
 - › Timeline
 - › Local Participants



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COMMUNITY INTEGRATION PARTICIPANTS

- Stakeholder Working Groups--Corridor agencies/organizations clarify universe of projects
- City, County and Local Policymaker Working Groups--Describe potential list of projects to achieve Blended Service and identify coordination opportunities (Grade Seps, Safety Improvements)
- Prioritize projects/opportunities parallel with formal environmental process



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PROACTIVE COMMUNITY ENGAGEMENT A KEY ASPECT OF PROCESS

- January 2016 City, County Working Group #1
- January 2016 Local Policymaker Working Group #1
- TBD Public Scoping Meetings,
- TBD Open House Meetings



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STAY INVOLVED

Website: www.hsr.ca.gov

Helpline: (408) 277-1086

Email: northern.california@hsr.ca.gov

Northern California Regional Office
California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 206
San Jose, CA 95113



[instagram.com/cahsra](https://www.instagram.com/cahsra)



[facebook.com/CaliforniaHighSpeedRail](https://www.facebook.com/CaliforniaHighSpeedRail)



twitter.com/cahsra



[youtube.com/user/CAHighSpeedRail](https://www.youtube.com/user/CAHighSpeedRail)

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VTA Projects within BART Corridor

John Ristow, VTA

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BART Silicon Valley

Community Working Group
February 2016



Presentation Topics



- **Transit Ridership Improvement Program (TRIP)**
 - Bus System
 - Light Rail Enhancements
 - Core Connectivity
- **Diridon Station Multi-Modal Station Design**

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VTA Service at a Glance



Service Area: Santa Clara County



- 15 cities
- 1.8 million residents
- 70 bus lines
- 432 buses
- Approximately 3,800 stops, 800 shelters
- 3 light rail transit lines
- 99 light rail vehicles
- 43.43 million boardings in FY2014
- 140,965 average weekday boardings

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Transit Ridership Improvement Program



- **TRIP Purpose**
 - Improve Ridership
 - Improve Farebox Recovery Rate
 - Connect to Berryessa and Milpitas BART Stations
- **Two-Year Planning and Policy Effort**
 - Transit Network Design (FY18-19 Service Plan)
 - Working with Jarrett Walker and Associates

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Transit Ridership Improvement Program



TRIP Elements

- 1 Assessment of VTA's Current Transit Service
- 2 Policy Development
- 3 Partner Education and Involvement
- 4 Development of VTA's Next Network

Changes coming to

- Light Rail Service
- Bus Service
- Core Connectivity

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Policy Discussions



PRODUCTIVITY

GOAL IS RIDERSHIP

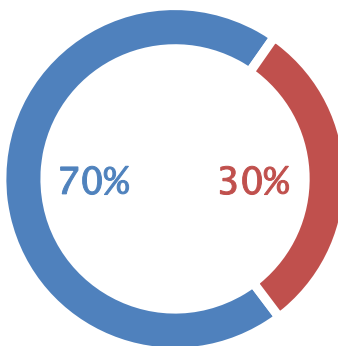
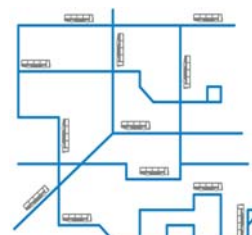
- High demand areas
- Productive
- Fast, straight, direct
- Service for everyone



COVERAGE

GOAL IS NOT RIDERSHIP

- Low demand areas
- Unproductive
- Meandering
- Service for those who need it



Next Network Development



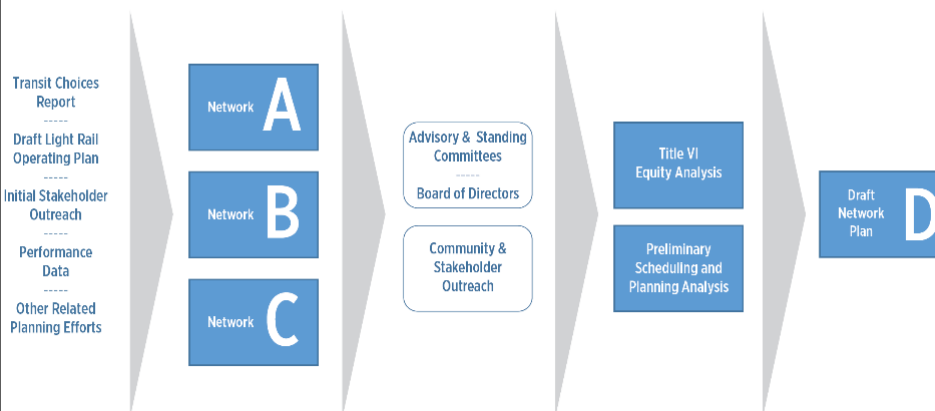
EARLY 2016
Planning Inputs

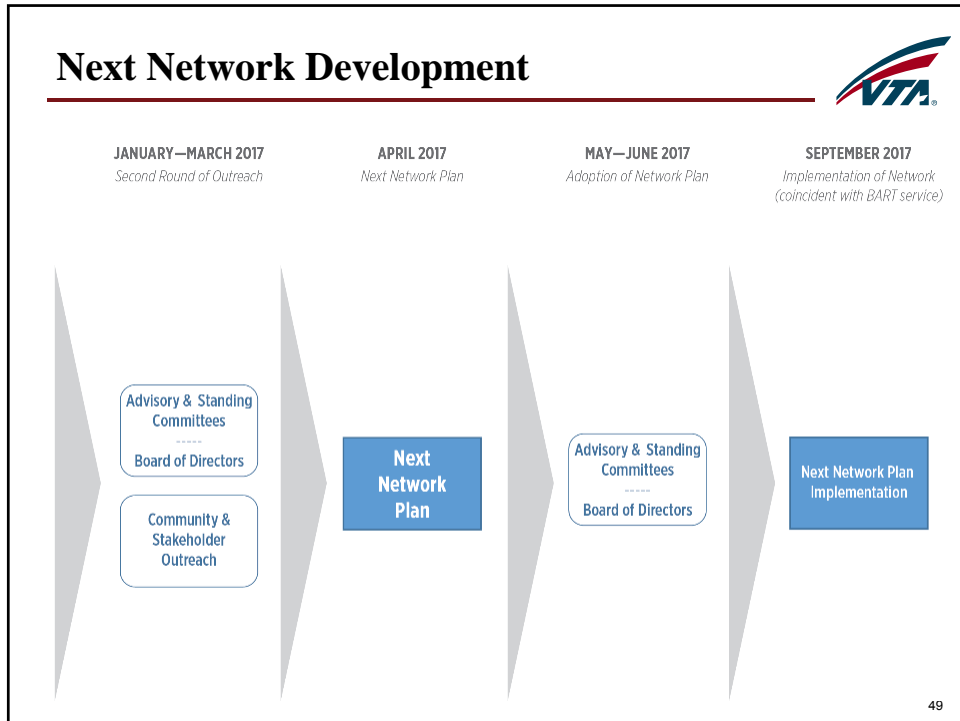
MARCH 2016
Draft Network Alternatives
for Staff Review


MAY—AUGUST 2016
First Round of Outreach

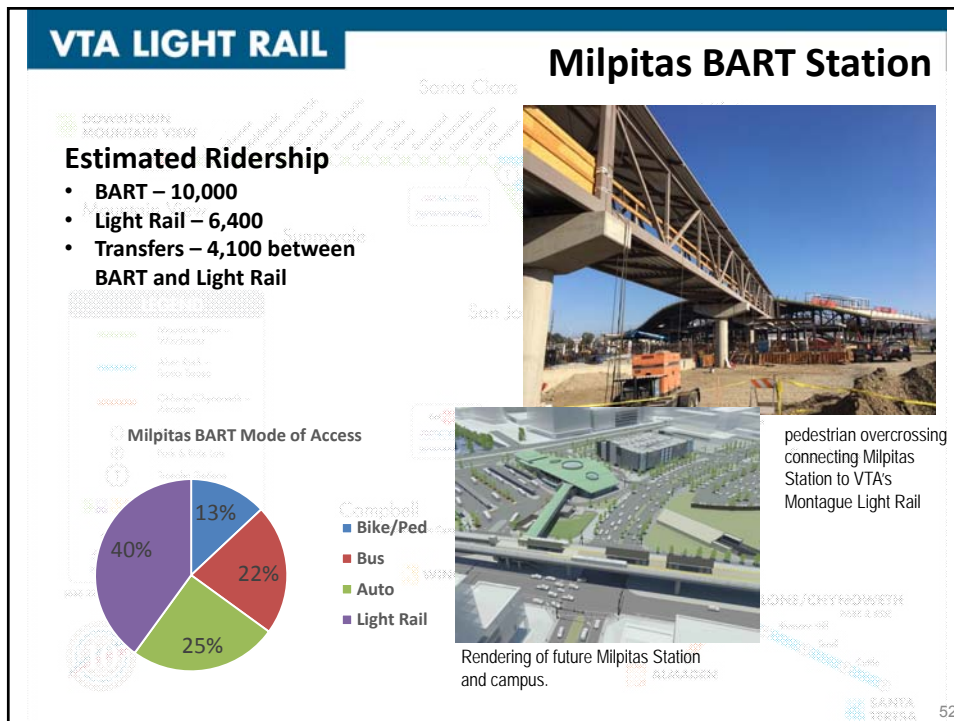
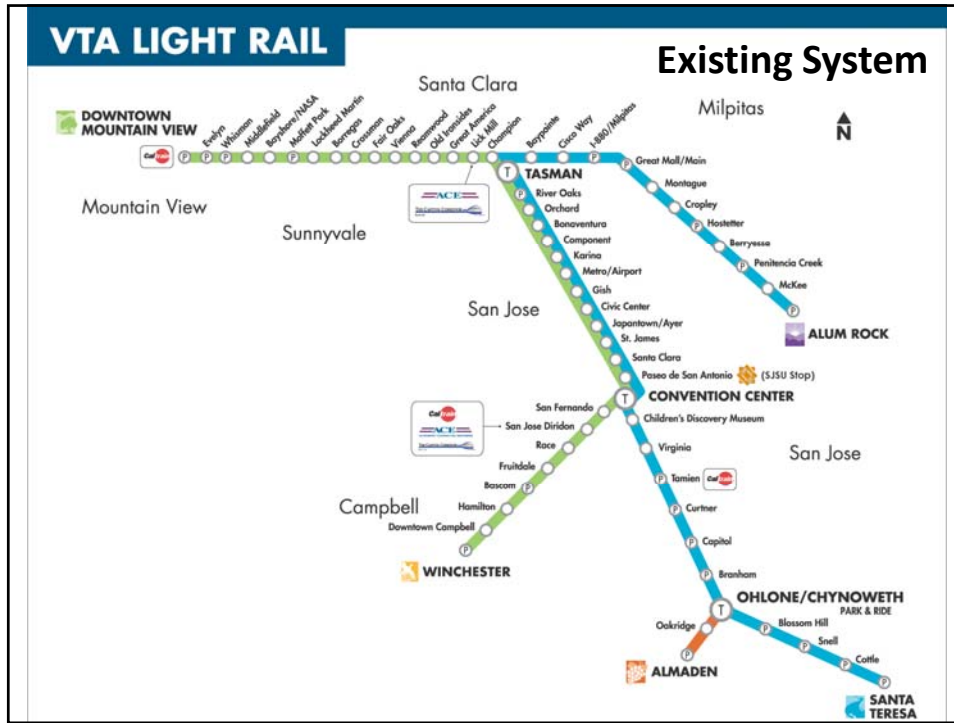
SEPTEMBER—OCTOBER 2016
Staff Development of Draft Plan

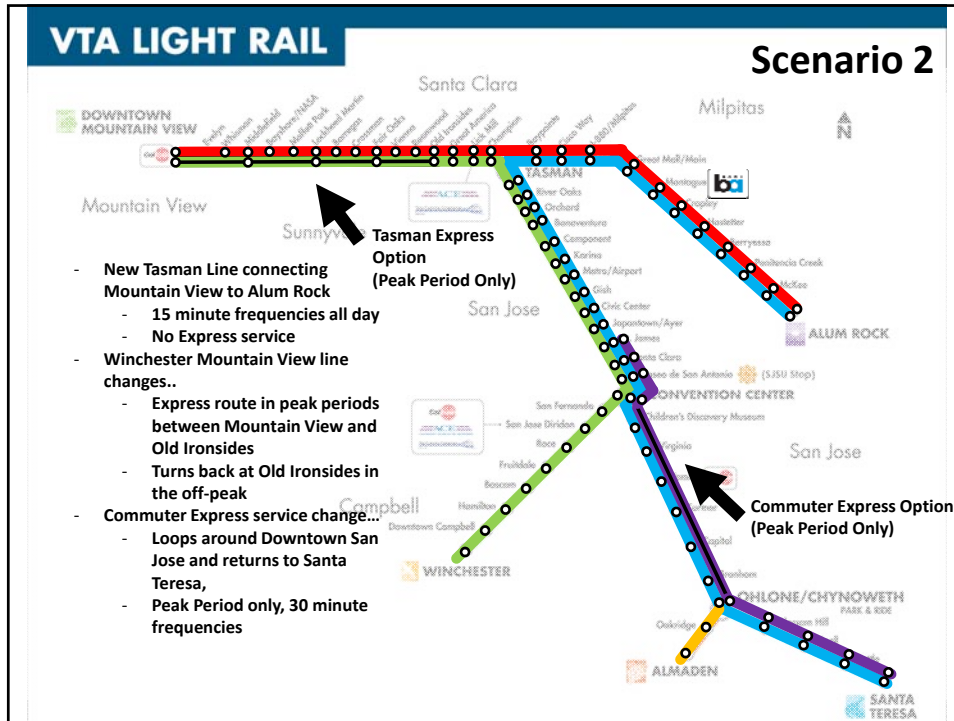
DECEMBER 2016
Draft Network Plan





- ## Light Rail Enhancements
- 
- **New Operating Plan**
 - **Speed Improvements**
 - Downtown
 - North First Street
 - System-wide Slow Speed Zone
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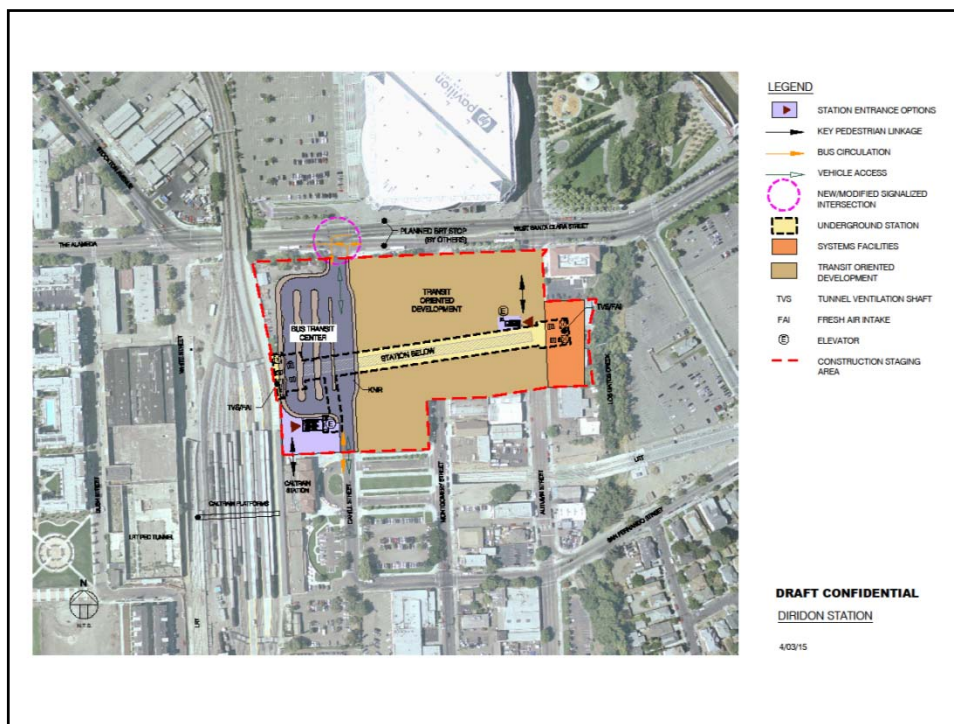




Diridon Intermodal Station

- Diridon Intermodal Station Task Force
 - VTA
 - City of San Jose
 - Caltrain
 - CA High Speed Rail
- Three-Pronged Approach
 - Governance
 - Intermodal Station/Station Area
 - Master Developer/Financing Strategy
- Intermodal Conceptual Plan
 - RFP – Early Spring 2016

The background of the slide features a detailed architectural rendering of the Diridon Intermodal Station. The building is a large, multi-story structure with a brick facade, arched windows, and a prominent entrance. It is situated in an urban environment with other buildings and a clear sky in the background.



BART's Station Naming Policy

Eileen Goodwin, Facilitator

Phase II Station Naming Overview



- Review and confirm the station names with the Phase II CWGs
- Review BART Naming Policy and Procedures
 - BART policy and procedures on CWG website:
 - Under *Phase II CWG Links*
- VTA timeline and process for potential station name change

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BART Station Naming Policy and Guidelines



- | | |
|--|--------------------------|
| • Overall helpfulness to the passenger | • Distinctiveness |
| • Informativeness | • Ease of pronunciation |
| • Geographical significance | • Historical basis |
| • Brevity | • Prominence in the area |
| • How well it sounds | • Overall appeal |

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BART Station Naming Policy and Guidelines



- Transit System Context
- Simplicity
 - For quick recognition and retention
 - Brief and distinctive
 - Easy to pronounce and understand
- Station Area Context
 - Historical basis
 - Geographically significant
 - Not named after private or commercial enterprises

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Station Naming Process for Phase II Stations



- February 9th, 10th, 11th CWG Meeting – review the process for proposing a new station name, provide overview of BART Station Naming Policy and Procedure.
- February 26th VTA/BART Coordination Meeting – provide an update to BART on status and determine their review and information to their board.
- March 7th PWC Meeting – present the process for station naming and guidelines from BART station Naming Policy and Procedure.
- April 7th VTA Board Meeting – Present process for station naming under Phase II project update.

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Station Naming Process for Phase II Stations



- April 12th, 13th and 14th CWG Meetings – recap naming process and guidelines. Conduct a silent poll of the CWG members. The facilitator will select the top 2 or 3 preferred names for further discussion.
- Weeks of April 18th and 25th – meet with City staff to review CWG recommendations. City staff to meet with City manager and provide recommendation to VTA.
- May 2nd PWC Meeting – present the final recommended name for all station for VTA Silicon Valley Phase II.
- June 9th Board Meeting – present final recommended names under the PWC Chair report.

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Discussion

Eileen Goodwin, Facilitator

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Next Steps



- Next meeting: Thursday, April 14~ 4:00-6:00 PM,
Santa Clara Chamber of Commerce~ BYOB
 - Financial Update of BART Phase II (VTA and Ernst & Young to present)
 - Mission Town Center Project (City to present)
 - Construction Outreach Best Practices Research Summary Update
 - Environmental process (Draft SEIS/SEIR, public meetings, how to comment)
 - Process for Evaluating the Proposed East and West Options for the Downtown Station
 - BART's Station Naming Policy
- Action Items